

Complete Listing of All Claims in the Application

1. (Canceled).
2. (Canceled)
3. (Canceled).
4. (Canceled).
5. (Canceled).
6. (Canceled).
7. (Canceled).
8. (Canceled).
9. (Canceled).
- 10 (Canceled).
- 11 (Canceled).
- 12 (Canceled).
- 13 (Canceled).
- 14 (Canceled).
- 15 (Canceled).
- 16 (Canceled).
- 17 (Canceled).
- 18 (Canceled).
- 19 (Canceled).
- 20 (Canceled).

21. (New) An anti roll suspension for a vehicle chassis having at least one pair of laterally-spaced wheels, the suspension comprising for each pair of laterally spaced wheels:

a pair of axle assemblies for rotatably mounting one of said pair of laterally spaced wheels;

each of said axle assemblies having a spring assembly supporting the chassis;

a moveable arm connected between each spring assembly and said chassis, each said moveable arm comprising a bell crank for pivotal mounting to a vehicle chassis having one arm connected to one end of said spring assembly and another arm

connected to a compensating link receiving and translating said lateral movement; said compensating link structured to translate lateral movement of the chassis to vertical movement of each said moveable arm to the spring assembly on the down force side of the chassis thereby simultaneously lifting the down force side of the chassis and lowering the up force side of the vehicle.

22. (New) An anti roll suspension according to claim 21 wherein each said compensating link is connected to the adjacent axle assembly.

23. (New) An anti roll suspension according to claim 21 wherein said spring assembly comprises a coil compression spring normally disposed in a substantially vertical orientation.

24. (New) An anti roll suspension according to claim 21 wherein an axle assembly is disposed on each end of an elongated rigid axle and wherein in each axle assembly said bell crank comprises an arm to which said compensating link is connected to form a lower portion of said bell crank.

25 (New) An anti roll suspension according to claim 24 wherein each said compensating link is connected at one end to said axle.

26. (New) An anti roll suspension according to claim 25 wherein:
for each axle assembly said movable arm comprises a pair of bell cranks disposed in parallel with a tie link connected therebetween, each of said bell cranks connected at one end to said spring assembly; and
said compensating link is connected at another end to one of said bell cranks.

27. (New) An anti roll suspension according to claim 21 wherein at least one of said pair of axle assemblies is steerable.

28. (New) An anti roll suspension according to claim 27 wherein each of said axle assemblies is independently supported on said chassis.

29. (New) An anti roll suspension according to claim 28 wherein each of said spring assemblies embodies a McPherson strut.

30. (New) An anti roll suspension according to claim 21 wherein each of said spring assemblies embodies a McPherson strut.

31. (New) An anti roll suspension for a vehicle chassis according to claim 21 wherein said vehicle has at least two laterally spaced front wheels and two laterally spaced rear wheels, the suspension comprising:

- a front pair of axle assemblies for mounting each of a pair of laterally spaced front wheels;

- a rear pair of axle assemblies for mounting each of a pair of laterally spaced rear wheels;

- for each said axle assembly:

- a spring assembly for mounting said axle assembly to the chassis;

- a moveable arm connected between each spring assembly and said chassis, each said moveable arm comprising a bell crank for pivotal mounting to a vehicle chassis having one arm connected to one end of said spring assembly and another arm connected to a compensating link receiving and translating said lateral movement; said compensating link structured to translate lateral movement of the chassis to vertical movement of each said moveable arm to the spring assembly on the down force side of the chassis thereby simultaneously lifting the down force side of the chassis and lowering the up force side of the vehicle.

32. (New) An anti roll suspension system according to claim 31 wherein each said moveable arm comprises a bell crank for pivotal mounting to a vehicle chassis, the bell crank having one arm connected to one end of said spring assembly, and another arm connected to a compensating link receiving and translating said lateral movement.

33. (New) An anti roll suspension according to claim 32 wherein each said compensating link is connected to at least one of said axle assemblies.

34. (New) An anti roll suspension according to claim 33 wherein each said spring assembly comprises a coil compression spring normally disposed in a substantially vertical orientation.
35. (New) An anti roll suspension according to claim 34 wherein each of said axle assemblies is independently supported on said chassis.
36. (New) An anti roll suspension according to claim 35 wherein each of said spring assemblies embodies a McPherson strut.
37. (New) An anti roll suspension according to claim 33 wherein each of said spring assemblies embodies a McPherson strut.
38. (New) An anti roll suspension according to claim 37 wherein:
said front pair of axle assemblies are interconnected between said front wheels by a tie link; and
a steering box for said front wheels is mounted on said tie link.

Amendment to the Claims

Please cancel pending claims 1-20

Please add new claims 21-38.

21. (New) An anti roll suspension for a vehicle chassis having at least one pair of laterally-spaced wheels, the suspension comprising for each pair of laterally spaced wheels:

a pair of axle assemblies for rotatably mounting one of said pair of laterally spaced wheels;

each of said axle assemblies having a spring assembly supporting the chassis;

a moveable arm connected between each spring assembly and said chassis, each said moveable arm comprising a bell crank for pivotal mounting to a vehicle chassis having one arm connected to one end of said spring assembly and another arm connected to a compensating link receiving and translating said lateral movement; said compensating link structured to translate lateral movement of the chassis to vertical movement of each said moveable arm to the spring assembly on the down force side of the chassis thereby simultaneously lifting the down force side of the chassis and lowering the up force side of the vehicle.

22. (New) An anti roll suspension according to claim 21 wherein each said compensating link is connected to the adjacent axle assembly.

23. (New) An anti roll suspension according to claim 21 wherein said spring assembly comprises a coil compression spring normally disposed in a substantially vertical orientation.

24. (New) An anti roll suspension according to claim 21 wherein an axle assembly is disposed on each end of an elongated rigid axle and wherein in each axle assembly said bell crank comprises an arm to which said compensating link is connected to form a lower portion of said bell crank.

- 25 (New) An anti roll suspension according to claim 24 wherein each said compensating link is connected at one end to said axle.
26. (New) An anti roll suspension according to claim 25 wherein:
for each axle assembly said movable arm comprises a pair of bell cranks disposed in parallel with a tie link connected therebetween, each of said bell cranks connected at one end to said spring assembly; and
said compensating link is connected at another end to one of said bell cranks.
27. (New) An anti roll suspension according to claim 21 wherein at least one of said pair of axle assemblies is steerable.
28. (New) An anti roll suspension according to claim 27 wherein each of said axle assemblies is independently supported on said chassis.
29. (New) An anti roll suspension according to claim 28 wherein each of said spring assemblies embodies a McPherson strut.
30. (New) An anti roll suspension according to claim 21 wherein each of said spring assemblies embodies a McPherson strut.
31. (New) An anti roll suspension for a vehicle chassis according to claim 21 wherein said vehicle has at least two laterally spaced front wheels and two laterally spaced rear wheels, the suspension comprising:
a front pair of axle assemblies for mounting each of a pair of laterally spaced front wheels;
a rear pair of axle assemblies for mounting each of a pair of laterally spaced rear wheels;
for each said axle assembly:
a spring assembly for mounting said axle assembly to the chassis;
a moveable arm connected between each spring assembly and said chassis,
each said moveable arm comprising a bell crank for pivotal mounting to a vehicle

chassis having one arm connected to one end of said spring assembly and another arm connected to a compensating link receiving and translating said lateral movement; said compensating link structured to translate lateral movement of the chassis to vertical movement of each said moveable arm to the spring assembly on the down force side of the chassis thereby simultaneously lifting the down force side of the chassis and lowering the up force side of the vehicle.

32. (New) An anti roll suspension system according to claim 31 wherein each said moveable arm comprises a bell crank for pivotal mounting to a vehicle chassis, the bell crank having one arm connected to one end of said spring assembly, and another arm connected to a compensating link receiving and translating said lateral movement.

33. (New) An anti roll suspension according to claim 32 wherein each said compensating link is connected to at least one of said axle assemblies.

34. (New) An anti roll suspension according to claim 33 wherein each said spring assembly comprises a coil compression spring normally disposed in a substantially vertical orientation.

35. (New) An anti roll suspension according to claim 34 wherein each of said axle assemblies is independently supported on said chassis.

36. (New) An anti roll suspension according to claim 35 wherein each of said spring assemblies embodies a McPherson strut.

37. (New) An anti roll suspension according to claim 33 wherein each of said spring assemblies embodies a McPherson strut.

38. (New) An anti roll suspension according to claim 37 wherein:
said front pair of axle assemblies are interconnected between said front wheels by a tie link; and

a steering box for said front wheels is mounted on said tie link.